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REPORT NO.

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EVALUATION see below PLACE OBTAINED Commonwealth

DATE OBTAINED _____ DATE PREPARED 29 March 1957

REFERENCES.

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS.

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1. In early February 1951, a construction worker employed at the Altenburg (N 51/K 27) airfield said that expansion was completed at the field on 20 November 1950. Bauunion Jena (N 51/J 66) Firm had the contract for the work and employed 200 to 300 laborers at the field. The runway, 80 meters wide, was extended to a total length of 2,000 meters. The field was occupied by approximately 30 to 32 twin-engine aircraft which were parked in the open. Parachute jumping was practiced from these planes. The laborers, who were no longer needed at the field were allegedly scheduled to transfer to the Erfurt-Bindersleben (N 51/J 26) airfield for construction work there. The surviving personnel had allegedly arrived in Erfurt-Bindersleben. (1)
2. From 4 to 8:30 p.m. on 28 January, local flying was practiced by twin-engine transports at the field. The cloud base was about 400 meters. During the flying activity a flare path and a landing cross were switched on. A searchlight was in operation when the planes approached the field. The airfield was still occupied by three squadrons of transports. [REDACTED] 28
[REDACTED] with a trailer loaded with aircraft crates, were seen at the field. (2)

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3. A civilian laborer employed at the field said that the personnel at the field had increased by approximately 400 recruits since January 1951. On 19 January 1951 there were observed marching in two groups from town to the field. Seventy recruits wearing different service colors arrived at 7:30 p.m. on 24 January by express train coming from the direction of Leipzig (N 52/E 21). Some of them wore pilot insignia on their epaulets. The soldiers were not armed, but carried their duffle bags. An officer who led the soldiers reported the unit to an air force major who was accompanied by an MVD officer. On the morning of 28 January, two groups of about 80 men, apparently recruits, marched from town to the airfield. Fifty percent of the soldiers wore red-bordered black epaulets and the other half blue service color. Each soldier carried a duffle bag on his shoulder. (3)
4. Between 3 and 12 February, the field was still occupied by about 30 twin-engine transports parked on the eastern edge of the landing field. (2) There was no flying. In early January, when the landing field and runway were packed with snow, no clearing work was conducted.

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5. A trellis mast about 18 meters high was recently erected in the northeastern extension of the runway about 35 meters from the northernmost house in the Leinawald settlement, and about 150 meters laterally from the extended middle line of the runway extension. The mast was braced at the top and in the middle. No buildings were located near the mast.
6. A construction foreman said that one of the two large hangars was to be converted. The hangar, now 46 x 72 meters, was to be partitioned in the middle by a wall. One half of the hangar was to be used for recreational purposes, while the former workshop rooms were to become day rooms. The other half was to be converted into a large kitchen and mess for transient troops.

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The field was only approached via the new highway from Klauska (N 51/K 37).

8. Between 10 a.m. and 3 p.m. on 18 February, 29 twin-engine aircraft of the same type previously observed were parked at the dispersal area on the eastern edge of the field. (2) The hangars were closed. There was no flying although the weather was clear. No personnel were seen on the field except for three patrols. The status of the field was unchanged.
9. Between 23 and 25 February, 34 twin-engine aircraft were parked in two rows on the eastern edge of the airfield. (2) The Soviet star was painted on the upper section of the rudder assemblies and beneath the star were two-digit numbers. The numbers 14, 17, 18, 24, and 36 were observed on five planes. There were cyrillic letters in front of the numbers which could not be identified.

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11. A fragment of a letter was found in the woods east of the airfield. The letter was addressed to Bagmut Pyotr Mykitovich of [REDACTED] 25X1B
12. Information obtained from a resident of Nobitz (N 51/K 37) included:
 - a. Many new soldiers, mostly Mongols, allegedly arrived at the field by truck on 4 and 5 February. (3) They were restricted to quarters. A colonel was the commander of the field. Two officers' kitchens and six EW kitchens with messes allegedly existed at the field.
 - b. Eight jet fighters arrived in Paditz (N 51/K 37) on 17 February. The aircraft, fuselages and wings, were hauled to the field on flatbed trailers. To date, no jet fighters have been observed at the field. (6)
 - c. At noon on 19 February, parachute jumps were made from 17 twin-engine aircraft stationed at the field. About 12 to 15 soldiers allegedly jumped from each plane. Some of the soldiers had two parachutes.

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13. A sign reading "This road is passable only as far as the cut-off to Wilchwitz (N 51/K 37)" was observed on the road leading from Kuensa (N 51/K 37) across the airfield. There was a guarded barrier on the same road further east just before the officers' houses. A field path, recently macadamized and leading from Wilchwitz to the east, was apparently to serve as a by-pass road. The approach road to the field ran from Klausa just west of the standard-gauge spur track.
14. The old south section of the runway is covered with asphalt and is about 800 to 1,000 meters long. The new section is covered with concrete and is approximately 600 to 800 meters long. The runway is about 70 to 80 meters wide. Local residents said that the runway was to be extended by 600 to 800 meters to the northeast. (7) Preliminary work for the construction had allegedly been done by construction workers of Paunions-South Firm who were transferred to Erfurt around November 1950. (1) A hut, with a mast and a wind sock, was seen in the extension of the runway.
15. Eight semi-underground containers and three containers on concrete bases were seen in the fuel dump at the side of the spur track. The containers were filled from three railroad tank cars on 24 February. On 25 February, two tank trucks were filled in the fuel dump and then moved to the aircraft to refuel them. (8)

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Comments.

- (1) The information on the construction completed is correct. The scheduled construction on the Erfurt-Bindersleben airfield was previously reported by other sources. It has not been known that the work force scheduled for construction at the Erfurt-Bindersleben airfield was previously employed at Altenburg.
- (2) The airfield is occupied by an air transport regiment equipped with LI-2s.
- (3) The information from two sources that soldiers arrived at the field is received for the first time. The type of personnel is unknown, but it is believed that the soldiers belong to army and air force units. It is considered possible that the personnel were transferred to Altenburg either for parachute training or for the organization of a new air force unit.
- (4) The rotor vehicle numbers belong to the air transport regiment.
- (5) [REDACTED] reported for the first time, is believed to belong to an air force unit.
- (6) The arrival of jet aircraft is reported for the first time. This information is possible since another source reported in paragraph 2 that aircraft crates arrived at the field. Therefore, it is possible that a jet aircraft unit may be transferred to Altenburg or that such a unit may be organized there. In this connection an element of the ground unit which is assigned to the fighter regiment stationed in Brandenburg-Briest is reportedly to be transferred to Altenburg.
- (7) The alleged extension of the runway has not been confirmed by other sources.
- (8) The capacity of the fuel dump has not been determined.

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